



San Francisco Oakland Bay Bridge West Span Bicycle/Pedestrian/Maintenance Pathway Feasibility Study

Project Fact Sheet

Project Purpose

The Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) completed the study to evaluate building a pathway facility on the west span of the San Francisco Oakland Bay Bridge (SFOBB). The pathway would be a continuation of the bicycle/pedestrian pathway designed for the proposed new replacement bridge from Oakland to Yerba Buena Island (the east span). The project limits for this feasibility study extend from Yerba Buena Island to San Francisco on the SFOBB west suspension spans of Interstate 80. The purpose of this study was to determine if adding a pathway facility to the existing west span structure is technically feasible, and to develop a cost estimate for such a facility. The results of the study have determined it is feasible to construct a pathway on the west span. Two alternative pathway designs have been included in the feasibility study for consideration by the MTC.

Where to Review the Study

Copies of the complete study will be available in June for your review at the following locations:

- ◆ Main Library, Oakland, CA
- ◆ Main Library, San Francisco, CA
- ◆ MTC Library, Oakland, CA
- ◆ Caltrans District 4 Library, Oakland, CA

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The feasibility study executive summary is available at:

www.dot.ca.gov/dist4/bbbikepathph.htm

or

www.mtc.ca.gov

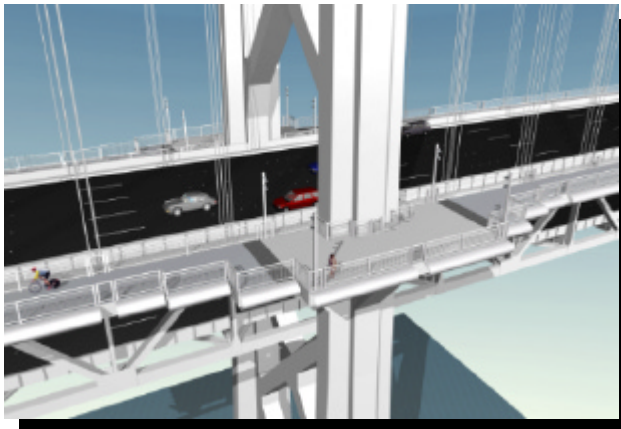


Figure 1. – Alternative 1

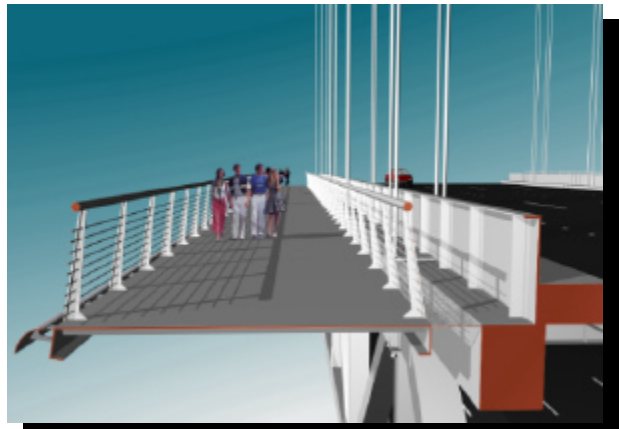


Figure 2. – Alternative 2

Project Description and Cost Estimates

The study process has developed two design alternatives. Both alternatives would construct 12 to 15 foot wide pathways on both sides of the upper deck, with bi-directional traffic flow. Alternative 1 (see Figure 1) utilizes a design that blends with the architecture of the bridge and continues the visual themes of the existing bridge. The scheme for Alternative 2 (see Figure 2) is characterized by a modern, state-of-the-art architectural concept and is designed to be as light-weight as possible. To minimize the deflection of the bridge and to maintain existing vertical clearances, Alternative 1 will replace the existing lower deck of the bridge with a lighter-weight steel deck, adding to the project cost. Alternative 2 addresses maintenance of vertical clearance by utilizing lightweight materials and vertical cables that lift the bridge deck. The duration of construction for both alternatives is approximately 34 months following funding, environmental approvals, and design.

Table 1 provides a summary of capital cost estimates to implement the conceptual design alternatives. The costs are shown by the three sections of the bridge; the San Francisco Approach, Main Span, and Yerba Buena Island (YBI) Approach.

Table 1 - Capitol Cost

<ul style="list-style-type: none">◆ Alternative One - Deck Replacement:<ul style="list-style-type: none">◆ San Francisco Approach◆ Main Span◆ YBI Approach	<p>\$21.4M \$340.4M \$24.9M</p>
<ul style="list-style-type: none">◆ Alternative Two - Lightweight:<ul style="list-style-type: none">◆ San Francisco Approach◆ Main Span◆ YBI Approach	<p>\$21.4M \$114M \$24.9M</p>
<p>*All costs are at present year value (2001).</p>	<p>Total \$387M*</p> <p>Total \$160M*</p>

Next Steps

With the feasibility study complete, the MTC, acting as the Bay Area Toll Authority (BATA) will review the study findings to determine the project's feasibility, practicality, and fundability in relation to other regional projects. Should this project move forward, complete environmental review and project development would need to be performed to fully design the project for construction. Additional opportunities for public comment would be available during the environmental and design process.

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What is Capital Cost?

The capital costs displayed in Table 1 include:

- ◆ Environmental Assessment
- ◆ Engineering Design
- ◆ Environmental Review & Permitting
- ◆ Right-of-Way
- ◆ Construction Costs
- ◆ Construction Management